Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously Presented) A crankshaft arrangement, for a windshield wiper system, in which a shaft (10) is connected to a crank (12) so as to drive the shaft, wherein the crank (12) is connected to the shaft (10) via a structural part (16) having first and second fore parts (24, 26), wherein the first fore part (24) projects into a bore hole (14) of the crank (12), and wherein the second fore part (26) has a crosspiece (30) for support on a counter bearing such that the crank (12) is connected to the structural part (16) by a press fit.

2. (Cancelled)

3. (Cancelled)

4. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the crosspiece (30) forms a base of a sleeve (34) extending away from the first and second fore parts (24, 26) in the axial direction (38).

5. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.

6. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the structural part (16) has a cylindrical outer wall (20).

7. (Withdrawn) A crankshaft arrangement according to Claim 1, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).

8. (Withdrawn) A crankshaft arrangement according to Claim 1, characterized in that the first fore part (24) has an edge (28) that can be folded over to the outside in the radial direction.

9. (Withdrawn) A crankshaft arrangement according to Claim 1, characterized in that the shaft (10) has, on an end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).

10. (Cancelled)

11. (Cancelled)

12. (Cancelled)

13. (Cancelled)

14. (Cancelled)

15. (Previously Presented) A crankshaft arrangement according to Claim 4, characterized in that the structural part (16) is connected to the shaft (10) at least in a rotationally secured manner.

16. (Previously Presented) A crankshaft arrangement according to Claim 15, characterized in that the structural part (16) has a cylindrical outer wall (20).

17. (Withdrawn) A crankshaft arrangement according to Claim 15, characterized in that the structural part (16) has an outer wall (22) that tapers towards the first fore part (24).

18. (Withdrawn) A crankshaft arrangement according to Claim 17, characterized in that the first fore part (24) has an edge (28) that can be folded over to the outside in the radial direction.

19. (Withdrawn) A crankshaft arrangement according to Claim 18, characterized in that the shaft (10) has, on an end (40) facing the structural part (16), a thread (42) with a predetermined breaking point (44) for separating the thread (42) from the shaft (10).

20. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the first fore part (24) extends axially into and along the bore hole (14) of the crank (12).

21. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that one of the bore hole (14) of the crank (12) and the structural part (16) includes a knurl, such that the crank (12) is rotationally coupled to the structural part (16) by the press fit.

22. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that at least one of the shaft (10) and the first fore part (24) includes a non-circular portion, such that the shaft (10) is rotationally coupled to the first fore part (24).

23. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the shaft (10), the crank (12) and the structural part (16) are axially fixed.

24. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that the first fore part (24) includes a sleeve (18) surrounding a portion of the shaft (10), such that the sleeve (18) is coupled for rotation with the shaft (10), and such that the crank (12) is coupled to the sleeve (18) by the press fit.

25. (Previously Presented) A crankshaft arrangement according to Claim 24, characterized in that the shaft (10) ends in a polygonal element (36), wherein the sleeve (18) is press fit on the polygonal element (36).

26. (Previously Presented) A crankshaft arrangement according to Claim 1, characterized in that first fore part (24) extends axially along the shaft (10) and the second fore part (26) extends radially from the shaft (10).

27. (New) A crankshaft arrangement, for a windshield wiper system, in which a shaft (10) is connected to a crank (12) so as to drive the shaft (10), wherein the crank (12) is connected to the shaft (10) via a structural part (16) having first and second fore parts (24, 26), wherein the first fore part (24) projects into a bore hole (14) of the crank (12), and wherein the second fore part (26) has a crosspiece (30) that supports itself on a gear housing or a bearing flange of an eccentric bush, on which the crankshaft arrangement is arranged, such that the crank is connected to the structural part by a press fit without the shaft being axially stressed.